



## Official and Classified ADVERTISEMENTS

Continued from Page 31

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Reconditioned marine diesels, also New and Secondhand gen. sets available from Stock or Hire.  
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Applications should be made to:

M.A.F.

c/o Chief Migration Officer,

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You should quote reference 1111/2/320/13.

Applications close on 11th November, 1977.

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100 or 150 also Order 694  
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ONE ATLAS-STORD PACKAGE FISH MEAL PLANT.

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Marine Diesel  
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From 30hp and  
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31hp to 150hp new and hand rebuilt units.  
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**ONE** pair of Thornycroft T360 marine diesel engines, 2 years old, DTT approved, best exchanger cooling with 4/c 3-1 gearbox, 24 volt starting, seen running, (any trial) will sell the pair, or one only. Also one O & M marine diesel generator type 120/240, 8kW on own base, complete unit, (any trial) 2500, A.J.G. England, 2 Egerton Road, Padstow, Cornwall, telephone 416.

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Full inspection, repairs, tune-ups and spares for all makes.  
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**WANTED** engine, 10-25 fathom, also 5-10 ft. doors, etc., reasonable price. Telephone: Carlisle 36133.

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**AIRCO**  
ROTLINE ROPE  
SIREDALE ROPE CO.  
LEEDS 13  
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**MARINE** engine wanted, type. Telephone: St. Fergus 307.

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# fishing news



# COMMENT

## TREATY BOUND

THROUGHOUT the protracted wrangle over revision of the Common Fisheries Policy, British claims for a wide exclusive limit have had something of a hollow ring about them. For it now seems that we have not been free agents to negotiate on this basis.

This follows the signing of the European Fisheries Convention back in 1984, which saw the extension of British limits from three to 12 miles. At this time traditional rights were given for boats from Belgium, France, Germany, Ireland and Holland to fish up to six miles. The fact is, we are still bound by this convention and the Government has no intention of reneging on it.

Now it seems that any deal with the EEC means the recognition of these outdated rights and puts paid to any hope of exclusivity beyond six miles in certain areas.

## SEEING RED

SINCE THE deadlock with Russia over Barents Sea fishing, some sections of the industry, especially in the South-west, seem to be getting hot under the collar about plans for Russian factory ships to come in and process British-caught mackerel. While there is always some sensitivity about Russian fishing methods, we believe this type of operation is an asset to British fishermen.

Off the west coast of Scotland, a Russian factory ship taking on Scottish caught fish has been something of a saviour for mackerel fishermen who have been catching more than the local markets can handle.

One of the major problems with the south-west mackerel is that there are not enough markets for it — so why complain when a new one opens up.

# FISH BATTLE



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14 models - 58HP to 260HP

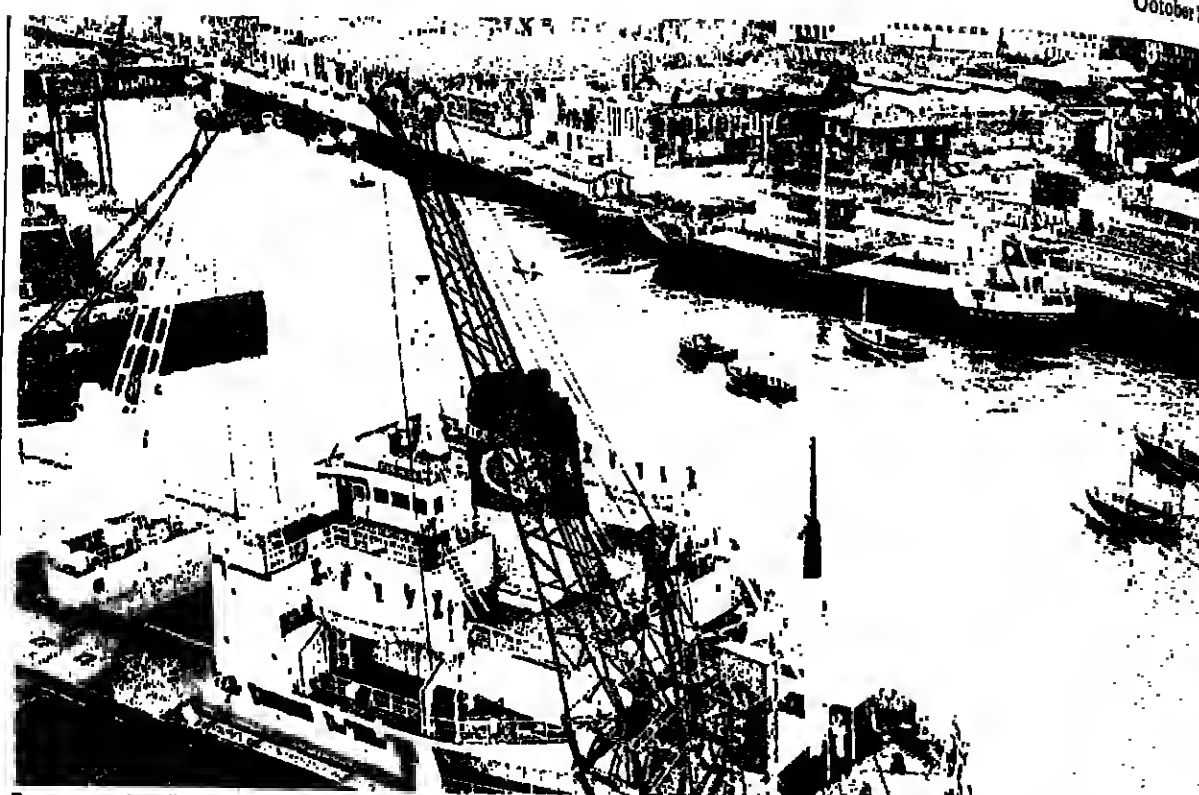
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Demonstration fleet arriving at Custom House Quay in Cork harbour to take part in the protest.

# Boatyard threat sparks Irish limit demo

WITH no new boat orders coming in to Bord Iascaigh Mhara's boatyard in Baltimore, Cork, the workers staged a protest march through Cork City.

400 people, representing coastal communities around Cork coast took part.

The protest arose because of the uncertainty over the future of the boat building industry and the fear of redundancies in the boatyard.

The yard is now completing two 80-footers and an 86-footer is on the stocks — beyond that there are no orders.

Its working force of 90 fear that at least a third of them will be made redundant. Threatened lay-offs earlier this year were only averted by a last-minute order.

A small flotilla of inshore boats sailed upriver from Cork to join the demonstration, representing Cork Harbour fishermen.

## Problems

The march, through the centre of the city was aimed at drawing the attention of the urban worker to the problems of the fishing industry and underlining that housewives would be paying more for fish if a 50-mile limit was not granted.

Banners carried in the march, which was led by the B.I.M. boatyard workers, demanded improvements for local fishing communities and each group carried banners demanding a 50-mile limit, as a united request of the fishing industry.

The meeting which followed was addressed by Joey Murrin, Chairman of the Irish Fishermen's Organisation. He said that Ireland had only got paltry grants for its fishing industry, while foreign boats from other EEC countries had raped Irish stocks for £100 million and of those the Dutch had got the largest share — £60m., he claimed.

Speaking afterwards to Fishing News Mr. Murrin said that the good run of herring being experienced off the North-West coast at the moment should not deceive anyone. It was only one area and was being gained only because the Irish fishermen had observed restrictions and voluntary curbs.

The Dutch particularly were also gaining. What he wanted to see was that only



The fishermen who took part in the 50-mile limit march. The sailer from Cobh.

Irish fishing would benefit from the efforts being made by the industry.

No one owed us a living, but we didn't owe any living to the foreign boats either and they were only poaching our stocks, he said.

## Union

The march was supported by the nation's biggest union, the Irish Transport and General Workers' Union.

The B.I.M. boatyard is the biggest local employer in the South-West of County Cork and several coastal communities in the area depend on it for their livelihood.

A B.I.M. spokesman said the situation in Baltimore was also reflected in the other two B.I.M. yards — at Dingle, in County Kerry, and Killybegs, County Donegal — but Ireland was not unique in the uncertainty which fishermen felt about the future and which was affecting their investment plans.

He said that Britain alone found that fishermen were cautious about investment in France there were few orders in the yards and the Dutch, he maintained, were the worst. He claimed that not a single keel had been laid in Holland for a year.

# RECORD PAIR TEAM

THE FIRST Humber pair team to earn £800,000 landed at Grimsby this week.

Margrethe Bejns, wife of Skipper Jane Bejns, and her command made £30,710 for 570 kts. Frances Bejns, under Skipper John Richardson, made £19,997. This took the combined earnings for the year to £525,752.

## Outstanding

This latest trip was particularly outstanding as many were struggling to break out of the port following a period of poor fishing. Last year, the Humber pair team made £480,000 and they made £480,000 in the first 10 days of the year.

October 7, 1977

# EEC DEAL OUTLINED

SOME EEC vessels will be able to fish six miles off the British coast under a restructured Common Fisheries Policy. For communities heavily dependent on fishing, special quotas will be given in areas between 12 and 50 miles.

According to a report in The Guardian newspaper on Tuesday, this is part of a package agreed between EEC Fisheries Commissioner, Jacques Godeaux and Minister of Agriculture, Fisheries and Food, John Silkin at a private meeting in London on Monday.

Although Britain's claim for a 50-mile exclusive limit remains on the table, the report says that officials privately agree this demand is out of the question.

At a press conference last week, Mr. Silkin again confirmed that Britain is seeking for a 12-mile exclusive limit with a "dominant preference" out to 50 miles. Now it seems he has had to temper his demands even further. The latest package is understood to give Britain a 12-mile limit subject to "historic rights" of other Common Market fishermen which means up to 6 miles in some cases.

"Historic rights" says The Guardian report, extends to UK vessels such as those from Humber and Scotland which have diverted to the south-west mackerel grounds over recent years. Last week Mr. Silkin was in Denmark for talks with the Danish Minister of Fisheries Mr. Jakobsen and the Danish Minister of Agriculture Mr. Dallsgaard.

"The future of fisheries in EEC waters is of vital interest to both Britain and to Denmark," said Mr. Silkin.

"Each country has a substantial fishing fleet upon which many people depend for their livelihood. I am anxious that we should have a good and constructive discussion about our respective interests before the special meeting of the EEC Council in Luxembourg on October 24/25 at which the Council will be examining the whole question of the Common Fisheries Policy."

# Keep mackerel freezers out

FOURTEEN Humber freezer trawlers are going mackerel fishing off Cornwall in the next few weeks — but there is a local move to keep them outside six miles.

Falmouth MP, Mr. David Hinch, has told Fisheries Minister Mr. Edward Bishop that there should be a common limit on freezer-trawlers fishing inside a six-mile limit.

Mr. Hinch pointed out that Common Market rules laid down that there could be special consideration for local fishing operations wherever there was a history and established pattern, such as that common to Cornish waters.

He also asked for the new regulations to be extended to ensure that all boats with an overall length of more than 80 feet could be defined as non-freezer vessels and forced to fish inside a six-mile limit.

This is based as much on safety as on conservation," added Mr. Hinch.

Boat's Princess Anne is reported to be among the first to fish in the new regulations. It is understood that the boat has been preparing for a return to mackerel fishing since last August. She could be away by Tuesday or Wednesday of next week.

Of the fourteen freezer trawlers going mackerel fishing, BUT only five, the Boyd Line and the other three, each have a crew of three. The other nine have two crew members.

# Opening of fish factory

ABERDEEN'S newest fish processing factory was officially commissioned last Saturday by American fish firm executive Charles Gordon, of Booth Fisheries.

Starwood Fisheries (Scotland) Ltd's new plant in South Esplanade East, Aberdeen, has been in production since April.

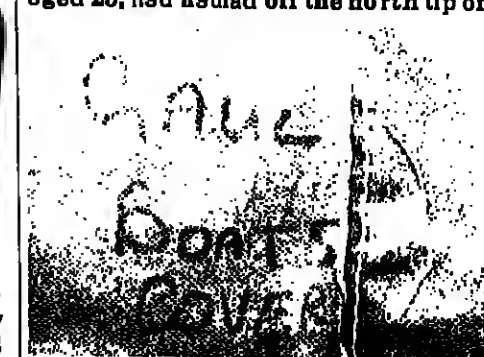
At present about 60 per cent of frozen fillet output is going for export, mainly to the USA and Europe, but Starwood's joint managing directors Laurie Little and Alistair Gunn are now set on upping their share of the UK market.

The present Starwood employs about 280 people — quite a difference from their former premises where they employed 90-120.

A company spokesman said: "The move has allowed us to expand our production capabilities and production per head has gone up dramatically."

# New 'Gaul' line

ON HER return from the distant-water grounds last week the Fleetwood trawler Ello Hewett brought in a piece of canvas marked "Gaul Boats Cover" (pictured below). The vessel, commanded by Skipper Harry Buckley, aged 25, had hauled off the north tip of



Norway when hos'un Alan Dutton saw the canvas cover on the deck with the haul.

He handed it over to the skipper who, on the vessel's arrival in port handed it to the local Department of Trade and Industry.

Skipper Buckley said: "We had completed a four-hour haul and our position was 73 mins 30 secs north and 23 mins 40 secs east — about 75 miles north-west of North Cape. We could have picked it up anywhere along our 10-mile track as we towed. We had been working in 140 fathoms."

In London a spokesman for the Department of Trade and Industry said: "First we will ask the owners of Gaul if they can identify the article. If there is a possibility that it could be from Gaul it would be examined by the Marine Survey section of the department. It is, however, not likely, even if the find proves to come from Gaul, that it will result in a new search for the vessel's track."



# Barnetts of Frying Pan Alley Ltd.

A VITAL PART OF ASSOCIATED FISHERIES

October 1977. SMOKE SALMON SPECIALISTS, QUICK FROZEN SEA-FOOD AND DELICATESSER MERCHANTS

I recently experienced the discomfiture of an appalling, unpleasant 48 hours, at the end of which time I felt old, tired, washed-up and ready for the woolly dressing gown and carpet slippers in front of the welcoming coal fire — or even more ready for the knacker's yard. ("Poor old devil!" Mum).

And yet, looking back, it all started out so well; the auguries portended favourably, my sun seemed high in the sky and all appeared well with the world.

It was, as I recall, a Wednesday, and for some time lovely Angela wicked Potter and I had been looking forward to making a few business calls and, afterwards, to the luncheon invitation from the Maitre Chef of the London Metropole Hotel, and Angela had decided to suspend her diet for a couple of hours to please our host; although at 5'5", and carrying only 9 stone, she's trotting pretty.

Prior to our lunch we had been invited to sherry by an executive of a large emporium in the Oxford Street hashish and earlier, at 10 o'clock, we were to be coffee guests at the Portman, where the new food manager was making things tick.

At 9.30 a.m. Angela entered, smiling. She said the previous night, having read a book on the life of King George II, she was struck by my likeness to the monarch — not physical, but in ways and manners — she gleefully read the passage she had copied; "He took the greatest pleasure in counting his money piece by piece; and he quarrelled violently with both his father and his son" ... I thought it was high time Miss Mastly and I got on our way!

Everything went splendidly at first and many of our hosts said I looked nearly as young as Angela although, of course, they just could have been attempting to flatter me. But sadly, when we arrived at Selfridges our man was off sick, and later, even sadder, we learned the Metropole Chef had broken down in his rotten car and couldn't get up to London to feed us. Monique de Chance! On our return to our room in Queen Anne's Gate calamity struck — hard! I had, somehow, somewhere, lost all my keys — petty cash box, home, car, the lot.

Harried and urgent phone calls to the police, two pubs, the many customers we had visited, and London Transport, brought no joy and I had to bus over to son John in Canonbury to obtain his duplicate set for entry to my flat. Then I had to chase around to try and find the numbers of my car door key and ignition key.

Armed, by the end of the day, with this information, I pedestrianized along to my local garage who promptly cut me a new set which I tore home with and, joy of joys, both worked, so I was again with wheels, and assured of a night's kip.

The following day, Thursday, I motored straight to London Airport to keep appointments; the result of my visit would have cheered a Certain Person (an order a day keeps my Chairman at bay!) but I was less than cheered when I finally got in the car and immediately broke my new ignition key in half in the lock!

I just sat there, like a Zombie, looking and feeling an utter quarter-witted imbecile, and more than a bit defeated. Got out, older than when I got in, and managed to find a most skilful and helpful mechanic, who extricated the tail-end of the key which was embedded deep in the lock.

A good Samaritan who was just about to leave the Airport for London gave me a lift to my garage — bless him — and within three hours I was clutching another set of speedily cut keys. Then by crowded train from Earl's Court Station to Hounslow Heath where I picked up a bus which took me to the Heathrow Hotel and from there a tiring two miles walk to the car ... in pouring rain.

Joyfully, the new key worked at a touch — a frightened, apprehensive touch, I might add — and I was home, if not dry, by 8 p.m.; where I went straight to bed, one degree under, and alone.

And after the day's tribulations, damn glad of it!

Mr. Buckley of Frying Pan Alley



\_\_\_\_\_

\_\_\_\_\_



## Neco Communications present the DANCOM RT403B



The "No Crystal" VHF/FRT  
All international maritime channels plus option of  
five private channels. (Total of 60).  
Dual watch facility, monitors Ch.16 and selected  
channel simultaneously.  
Extremely compact 99 x 118 x 276mm.  
12 or 24V DC, 110 or 240V AC, supply options.  
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For more information contact:

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18" x 5" SOLID RUBBER BOBBIN  
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**CAPSTANS  
LINEWHEELS  
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PUMPS  
COMPLETE KITS**

Reliable Power  
for the  
Inshore Fisherman



## Cheaper steering wanted

"WE WANT TO buy  
either a 30 or 36 ft. GRP  
hull for completion as a  
trawler."

"We then intend to install a  
small wheelhouse and wheel  
steering."

"We would like to fit  
hydraulic steering gear but,  
after considering some  
quotations, reckon we cannot  
afford it."

"The simplest kind of wheel  
steering gear consists of a  
rod, connecting yoke or  
quadrant on the rudder to a  
short shaft on the steering  
wheel."

Almost as simple is equip-  
ment consisting of a chain  
running over a sprocket or  
gypsy fitted to the steering  
wheel and connected to rods  
which in turn are connected  
to a tiller on the rudder stock.

Both these types of gear are  
comparatively inexpensive,  
simple to install and easy to  
maintain while at the same  
time being completely  
foolproof.

More sophisticated steering  
gear consists of spiralled steel  
cable which transfers pull on  
the steering wheel to a  
quadrant on the rudder.

In some cases the cable  
runs in a nylon liner which is  
contained in plastic covered  
flexible steel tubing. The  
cable runs over a fine-toothed  
wheel inside the steering box  
which ensures effortless steer-  
ing and minimum backlash.

Steering boxes used with  
this type of gear can be  
supplied in cases where only  
one wheel is to be used, and  
also in those where wheels  
both inside and outside the  
wheelhouse are required.

Both are designed to be  
through-bolted to a bulkhead  
and have an adjustable fric-  
tion brake which gives the  
required drag on a wheel.

Steering gear which is both  
efficient and fairly simple  
consists of rods or shafts  
fitted with bevel wheels  
which run from the rudder  
head to and through a steer-  
ing column in the wheelhouse.

This type of gear is fitted in  
some fishing boats, mostly in  
specialised craft like high  
speed lobster boats, but is  
considered too expensive by  
most owners.

Standard rod and bevel  
steering gear usually consists  
of wheel, steering box, shaft  
brake and sliding universal  
joints. There is also a pedestal  
containing torque tube, fixed  
universal joint, adaptor plate  
casing, reduction box, drag  
link with adjustable ends,  
tiller lever and a number of  
rudder stops.

Standard wire steering gear  
is made up of wheel, optional  
shaft brake, pedestal, base  
plate with idler sheaves, up-  
right or flat sheaves for  
leading flexible stainless steel  
wire to quadrant, and  
swage stud terminals for  
adjusting tension of wires.

Since spiral steel cable

steering gear is imported, it is  
now expensive.

The cheapest method to in-  
stall efficient steering gear is,  
therefore, to get wire steering  
gear components and assem-  
ble and fit them yourselves.

You can get them from  
Simpson Lawrence Ltd., 218  
Edmiston Drive, Glasgow or  
K. Foreman (Marine) Ltd.,  
Chapel Works, Braishfield,  
Romsey, Hampshire.

Should you prefer rod and  
bevel gear, you can get com-  
ponents from K. Foreman  
(Marine) or Matthey  
Marine Ltd., Marbury Har-  
bour, Satchell Lane, Hamble,  
Hampshire.

Should you prefer to use

## John Burgess' Log



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Should you prefer to use

can be made

Shoos are made

ly in partitions

over partitions.

When prepa-

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have been built

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Lines are

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October 7, 1977

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## LETTERS

stocks have been laid down for  
next year's sales. Some  
markets that previously sold  
only flat oysters are now selling  
Pacific all the year round.

Clearly this situation has not  
been arrived at without con-  
siderable effort in growing  
methods and local marketing  
by the individual involved in  
order to make the Pacific  
oyster a viable proposition and  
to sell at about half the price of  
flat oysters.

I for one do not accept that it  
is an inferior or second grade  
product, and increasing  
markets would support that  
view.

We do not need Billingsgate  
to sell our oysters but would  
like to know they had the abili-  
ty to sell any we had to spare.

The shellfish merchant who  
can offer his customers the  
choice of flat or rock oysters  
will, I feel sure, be evident  
within the next year or so.

There have been some  
failures in oyster farming and  
this has not helped create con-  
fidence in the Pacific oyster.

In turn, process and return the  
catch to Britain.

This situation is not one that  
has come out of the 'blue'—it  
was obvious for years that Bri-  
tain, the Government and the  
trawling industry would have to  
face it sometime or other.

There is still time to do  
something about it.

Several birds may be killed  
with one stone. The British dis-  
tant water trawling industry  
can be saved, some useful  
orders for sizeable ships given  
to the nationalised British ship-  
building industry and finally,  
and by no means least, a  
valuable British asset preserved.

The Falkland Islands have a  
loyal and all British population  
and this country would be mad  
to throw away such an asset.

Wakes up Britain—all is not  
lost! With a decent fishery limit  
at home and a positive strategy  
such as outlined above for dis-  
tant water fishing, we can build  
up a fishing empire bigger and  
better than ever, bringing more  
money and employment into  
the country than ever before.

E. C. B. CORLETT (D.J.),  
Isle of Man.

For our distant water  
trawling, an entirely new policy  
and strategy is needed in-  
cluding the building of large  
trawlers on the Russian  
pattern. With the considerable  
number of deep-sea trawlers  
now under-employed, it should  
not be difficult or over expan-  
sive to form fishing fleets  
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## More rules for anglers

ON AUGUST 24, 1977, the  
informal regulations  
regulating the  
qualifications and  
tasks anglers will

I would like to see the  
some areas a better  
should be sent to the following  
address: 12 Foradys Avenue,  
Leeds Road, Stoneferry, Hull  
YO8 0DS. We apologise for  
any inconvenience and for not  
printing the full address before.

In the majority of cases  
covered by the two com-  
mittees concerned, anglers  
have to obtain a licence  
themselves and for some  
other who may operate a  
tactical boat, which is  
registered to carry up to  
anglers.

If a boatman was  
carry more than 12  
he must submit to a  
more stringent test  
licence issued by the  
of Transport Marine  
sion.

The loss of fishing grounds  
such as land and sea  
is nothing that Britain can  
do about. I find it extraor-  
inary, however, that British  
fishermen and the UK Govern-  
ment totally ignore the fact  
that what is probably the  
best fishing ground  
in Britain and, one trusts, will  
remain so.

Indeed, of course, to the con-  
tinental shelf around the  
Falkland Islands. It is true that  
the Falkland Islands are a long way  
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## ADDRESS

LETTERS for Mr. Arco ragar-  
ing information about oobias  
(Fishing News September 16)  
should be sent to the following  
address: 12 Foradys Avenue,  
Leeds Road, Stoneferry, Hull  
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# New look at survey fees

THE HIGH cost of sur-  
vey fees was criticised  
at the second meeting  
of the Fishing Industry  
Safety Group in Edin-  
burgh last month.

## New fish firm







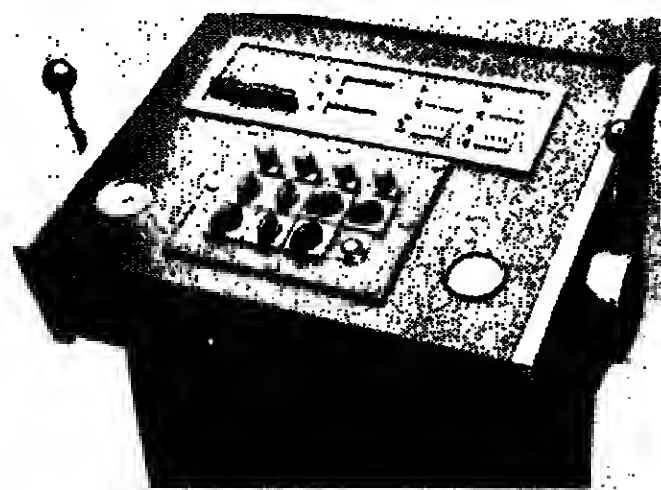
## CONGRATULATIONS to the SKIPPER and CREW of the

# 'VON' —



We had the pleasure of equipping this fine boat with a set of

## RAPP DECK MACHINERY



## RAPP DECK MACHINERY

— SPLIT WINCHES & AUXILIARY WINCHES

CENTRAL GEARBOX & ASSOCIATED HYDRAULIC EQUIPMENT

Also included is our 'AUTOTRAWL' System

# FISHING HYDRAULICS

(Scotland) Ltd.

STATION BRAE, ELLON, ABERDEEN, SCOTLAND  
Tel: 0358 20717 Telex: 73355

Continued from p 9

fixed Kort nozzle. Free running speed is in the region of 11 knots.

Hydraulic pumps for the deck machinery are driven from the extension shaft at the fore end of the engine through a Vulkan flexible coupling and a Hyltek gearbox.

A Lucas AC90 alternator for the 24V dc electrical system is belt driven from a pulley between the engine and gearbox.

Henry Fleetwood and Sons of Lossiemouth assembled and supplied the two auxiliary generating sets. Each is based on a Gardner 4LW engine which develops 62 hp at a constant speed of 1500 rpm and has fresh water cooling and electric starting.

Equipment driven from the port engine includes a Stamford 20 kW 380 volt three-phase 50 Hz AC alternator, a clutched Gilbert Gilkes and Gordon 300/875 bilge and general service pump, and a Lucas AC90 24V alternator.

Another Stamford 20 kW AC alternator and a clutched standby hydraulic pump for the deck machinery is driven from the starboard engine.

An Ingersoll Rand compressor for the main engine air bottle charging is also driven from one of the auxiliary engines. Engine exhausts are led out through the port leg of the bipod gantry.

Electrically driven equipment in the engine room includes a GGG 300/875 bilge and general service pump, an Ingersoll Rand air compressor, and a hydraulic double pump for the trawl winch Autotrawl system.

A Pyro oil fired central heating boiler also provides domestic hot water. It can be used to pre-heat the main engine water system in cold weather, and at sea the engine cooling water can be used for the central heating supply.

All the hydraulic gear handling machinery is of Rapp Fabrikker manufacture, supplied through Fishing Hydraulics (Scotland) Ltd. of Ellon, who also supplied the entire hydraulic system. The type TWS 820/2185 split trawl winches each have one drum with capacity for some 930 fathoms of 2 1/2 in. wire and a pull of up to nine tons.

Driven by Hagland hydraulic motors, the winches have a two speed stepped control and are fitted with automatic pooling.

The type GWS 880 gilson winches and type SWB 1200 bridle winches are also fitted with one main drum.

A Rapp AW300 anchor windlass is fitted on the fore end of the shelter deck.

Hydraulic power for the winches is provided by two Hydromatic pumps driven from the main engine through the Hyltek gearbox. One pump feeds the starboard trawl winch, gilson winch and bridle winch, and the other pump provides power for those on the port side. One pump also powers the windlass.

A Vickers pump on the starboard auxiliary engine feeds power into the main hydraulic system to drive the deck machinery for fishing gear retrieval.

All functions of the gear handling machinery can be controlled from a console in the after end of the wheelhouse but the trawl winches can be controlled locally if needed.

The control panel for the Autotrawl system is fitted in the fore part of the wheelhouse.

All the hydraulic valves, etc. in both control panels are interchangeable thereby cutting down on the number of spares which need be carried.

By use of the Autotrawl system the net can be set at a pre-determined depth. When the vessel is turning, the system will automatically adjust the tension of the warps, and when the net catches on a fastener the winches will pay out warp and an alarm system will operate. The gear can be hauled using the Autotrawl system until the dunnies reach the gillows and then the hauling is continued manually.

Decco has supplied almost all the electronic equipment including Sinarad EQ38 and EL38 echo sounders; Sinarad MC Sencle Expander and Storage Unit; Sailor T126 R105 radio telephone; Sailor RT144 R109 vhf radio telephone; Audix Intercom system; and Decco 350T Trak Platter, DL91 Loron C Navigator, Mk 21 Navigator, 450 Automatic Pilot with watch alarm, and RM926 and 060 Radars.

Both the Loron C and Mk 21 Navigators are linked to the Trak Platter which can thereby utilise whichever signal is the strongest in order to give the most accurate position.

Other equipment in the wheelhouse includes a Ben Amphitrite speed log, a Bostrom Viking helmsman's seat, Fenford H115 ESG steering gear, Wymstruments blade type window wiper, Helitron steering clutch control, Moline fuel tank contents gauges, Alan Haigh and Co. fishing light switch panel, the main and auxiliary engine

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Telephone Halifax 53952.

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ALCOA

October 7, 1977

October 7, 1977

FISHING NEWS

11

# FIVE WOODEN HULLS IN NEW RANGE

A DESIGNER who helped start the change-over to GRP for building smaller fishing vessels has launched his own new hull range — in wood.

Gary Mitchell, who designed the big-selling Cygnus Marine GM range two years ago, is offering five new hulls from 28 ft. to 42 ft. 8 in. overall length. The top-of-the-line hull will fall just below the 12m. Department of Trade safety survey limit.

The hulls will be built at the G. Percy Mitchell boatyard at Portmellon, near Mevagissey, Cornwall, which has specialised in wooden fishing boats for over 50 years.

Hulls will be offered at any stage of completion and full fitting out plans will be available.

First in the series — a 28-footer — is now being com-

pleted by local skipper, Alan Furse. Enquiries have come locally and from Ireland.

Gary Mitchell told *Fishing News* that the new range of hulls are very full bodied and designed for maximum carrying capacity for their length.

They will be very big boats — even bigger than the Cygnus Manna range, said Mr. Mitchell who also designed Treve Marine's 15 ft. 8 in. Cova Boat and craft in the Browne Bros. of Paignton crabber flat. These are wooden boats up to 58 ft. long.

The last wooden boat from the Mitchell yard was the 30 ft. x 11 ft. offshore crabber *Britannia* for local owners.

Dimensions of the five-boat range are: 28 ft. x 10 ft. x 3 ft. 3 in.; 28 ft. x 10 ft. 6 in. x 3 ft. 6 in.; 33 ft. x 12 ft. x 4 ft. 3 in.; 38 ft. x 14 ft. 8 in. x 6 ft.; and 42 ft. 8 in. x 15 ft. 6 in. x 6 ft. 6 in.

The hulls are being offered



The Mitchell 28 ft. hull for Mevagissey.

to cut the price of new wooden boats at a time when costs are rising and grants are getting more difficult to obtain. Hulls can, however, qualify for WFA grants.

A wooden hull is easier for the average fisherman to fit out than a GRP hull as wood is more ample to cut and bolt to; also nails can be used. There is no glassing-over to make watertight.

The yard is quoting delivery times of three to five

months, according to hull size, and transport can be arranged.

The 42 ft. 8 in. hull is being offered to meet a new demand for a big vessel able to beat the DoT safety rules. So far, the only hull available in the class is the 'stretched' GM 37 from Cygnus Marine or steel hulls. Building a new mould to produce a full-size GRP hull of 42 ft. 8 in. overall length would be almost prohibitive.

Recalling some of the stories which appeared in our columns this week 50 years ago.

prases both flesh and flavour.

GERMANS gain herring monopoly at Fleetwood with 70 per cent share in September herring figures.

RICH cod reserves found by Anglo-Norwegian Hader expedition. 8,000 bags of cod caught daily making total £150,000 output for the trip.

50  
years ago

SATURDAY, OCTOBER 7

FLEETWOOD fish dock opens to public on 50th anniversary. Catching, landing and despatch stages of fish industry on show.

CORNISH shellfish season one of worst ever with landings 50 per cent less than last year. Some men earning less than pound a day.

HEADS of 1,450 eormorants paid for by Cornish fishery officer in last quarter.

OYSTERS are the heaviest drinkers for their size says professor. They consume 180 pints of water per day if the temperature is right.

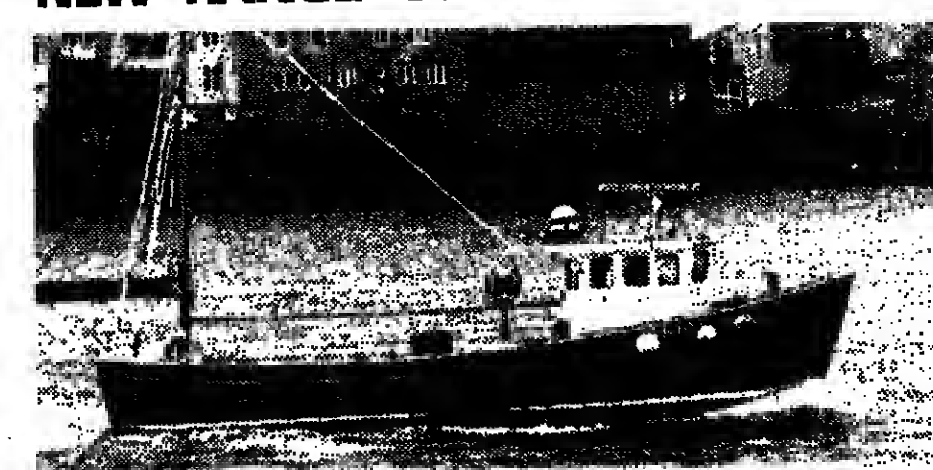
SKIPPER drowns as French trawler *Le Tropic* sinks off Brest, France in eight of land. Friends look on helpless.

PLANS for new fish-curing plant at Fairlie, Ayrshire given go-ahead.

NEW Hull trawler *St. Melan* passes trial when she covers measured mile at 10.75 knots with 200 tons of coal aboard. She will fish off Ireland.

BRINE-FREEZING halibut and salmon successfully used by American firm on Okean, Alaska.

## NEW RANGE OF WOODEN HULLS



28ft. x 10ft. x 3ft. 3in. — 28ft. x 10ft. 6in. x 3ft. 6in.  
33ft. x 12ft. x 4ft. 3in. — 38ft. x 14ft. 8in. x 6ft.  
42ft. 8in. x 15ft. 6in. x 6ft. 6in.

Being built by G. Percy Mitchell and Sons. Designed by Gary Mitchell, designer of the Cygnus Marine GM range and other well-known vessels.

Write or phone for a quotation.

## G. PERCY MITCHELL & SONS

PORT MELLON, MEVAGISSEY, CORNWALL  
Telephone: 072 684 2407



Above: Gary Mitchell, designer of the hull and Skipper Furse (below).



He will fit her forward wheelhouse, maats, deck, etc., and she will be used as a general purpose fishing boat based at Mevagissey. He will work ray nets, linea and pots, etc.

At present he is working on her and also fishing his 21-footer *Superb*. This is a Mevagissey Tasher-type boat he built himself.

Skipper Furse has a head start over other fishermen when it comes to working on Mitchell hulls. He served a full boatbuilding apprenticeship at the yard before he took up fishing...







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38ft. x 9ft. x 8ft. registered fishing boat, Juncar Ann. D880 mahogany on oak, forward wheelhouse, (Thornycroft diesel), new Scania engine, sound boat, working at present, telephone Dartmouth 3455.

CYGNUS 32ft., built 1978/7, forward wheelhouse, rig for stern trawling, Perkins 6354, Self Charging 3.1 ton, single lever control, Morris three-quarter hydraulic winch, Jaseco bilge/deck wash, Seavoice VHF, compass, navigation, working lights, two berth, cooker, heater, fire extinguishers etc., doors, warps, several 50ft. trawls, £15,800, on telephone 0524 76157 for further details.

FOR sale MFV "Harvest Triumph" built by James Miller, St. Monaca, W. April 1978, 24ft. x 8ft. x 2ft. 20hp Kelvin diesel with 21 Neco hydraulic gear, double barrel fish winch, and VHF, WPA, grant and loan transferable. Full details write to R. Wilson & Son, 4 Lamond Drive, St. Andrews.

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## THE DOGGER 34ft.

A new concept in Inshore Fishing Boats.  
Hull designed by G. L. Watson & Co. of Glasgow, is a proven design in cope with all sea conditions.  
A heavy duty G.R.P. MFV equipped with a Thornycroft 380 diesel this rugged heavy boat comes with all equipment, two 12hp Vanmar diesels, 120hp VHF, hydraulic steering, all electric etc. With a four ton carrying capacity this vessel is ideally suited for the growing trend towards gill and trammel netting, fishing and piloting.  
Accommodation for three crew. Priced at £24,750 to include all gear except heater this must make sense.

For full details write Box No. 689.

DAVID Barker Marine Ltd., offer the following packages. Cheap to own, easy to run, reliable, double bank heavy duty batteries, Yanmar 12hp diesel and setrae 2500. Coe 22ft. GRP fishing boat, 12hp Vanmar diesel, almost new, £4,250. Cornish fishing boat, 28ft. x 22ft. BMC diesel 2.1 reduction, large cockpit £1,500. Cabin cruiser 30ft., four berth, inboard motor, good condition, £1,500. Owens flagship 26ft., inboard motor, usual extras £3,750. Fishing boat 20ft. GRP, wheelhouse, cabin etc. £700. Colvic 20ft., Volvo inboard motor and gearbox, all usual extras, £2,650. Fishing boat 24ft., clinker hull, large cockpit, inboard motor and box £1,100. Yorkshire cable 18ft., inboard motor, micro plus two berth, cabin cruiser, motor and trailer, good condition, £980. 32ft. Clinker fishing boat, transom stern, large cockpit, heavy duty GRP fishing boat and board motor and gearbox, all usual extras, £2,500. Open seven days a week 9 a.m. - 6 p.m. Telephone Chelmsford 20177 8 a.m. - 10 p.m. David Barker Marine Ltd., 141a Road, Woodham Ferris, Chelmsford, Essex.

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**STEEL TRAWLER**  
Round bilge, ax. Dutch pot trawler recently refitted and overhauled.  
68ft. x 21ft. x 10ft. 37hp Komhout 760hp. Oceco deck Simrad sounder, nine berth cabin, plus Skipper's cabin.  
PRICE: £33,000  
Telephone or write  
Skipper/Dover H. M. Smeek  
Jan v. Widenorveld  
66 Schenkelweg, Huisdijk  
Telephone: 010 31 7082115

BUILT 1975, 31ft. 8in. x 10ft. x 10ft. 18HP, Salter VHF sounder, Dorr Radar, hydraulic hauler, lift, toilet, flush deck, two diesel engines many extras. Telephone: Neuen (Cornwall) 3348.

NEW fishing boat 27ft. x 8ft. x 2ft. 21hp, 120hp, VHF, Dorr Radar, sounder, aft wheelhouse, 28,000 telephone Maldon 63678.

SCOTTISH MFV 45ft. x 15ft. x 15ft. 6in. G.H.P., Ford 72hp, VHF, Dorr Radar, sounder, aft wheelhouse, 28,000 telephone Maldon 63678.

NEW "Golden Spray" 68ft. x 21ft. x 10ft. 37hp Komhout 760hp. Oceco deck Simrad sounder, nine berth cabin, plus Skipper's cabin.

21ft. GRP fishing boat, built 1970, 12hp, 120hp, VHF, Dorr Radar, sounder, aft wheelhouse, 28,000 telephone Maldon 63678.

30ft. x 8ft. 6in. x 3ft. 8in. Faley motor, 760hp Perkins, licensed six, 117. Price £12,000, new 120, sounder, aft wheelhouse, 28,000 telephone Maldon 63678.

"PATRIOT" 26ft. 1811, WPA, 120hp, 120hp, VHF, Dorr Radar, sounder, aft wheelhouse, 28,000 telephone Maldon 63678.

PILOT 500, 17ft. Colvic hull, two berth, built-in buoyancy, split one engine, salt water cooling, 117. Price £12,000, new 120, sounder, aft wheelhouse, 28,000 telephone Maldon 63678.

1972 Cheverton workboat, Sub 42L diesel, built-in buoyancy, split one engine, salt water cooling, 117. Price £12,000, new 120, sounder, aft wheelhouse, 28,000 telephone Maldon 63678.

CRABBER 30ft. x 11ft. 8in. larch on oak, excellent condition, £8,000 recently spent on new hydraulics and overhaul, winches, sounder, aft cabin, first reasonable offer, owner bought larger vessel. Telephone: Pailton 56247.

21ft. GRP fishing boat, built 1970, 12hp, 120hp, VHF, Dorr Radar, sounder, aft wheelhouse, 28,000 telephone Maldon 63678.

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Continued from Page 14

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"HUN AMI", 27ft. x 8ft. x 2ft. 8in. French crabber, 68hp Ford diesel, water-tight deck, all wheelhouse, capstan, VHF, built 1984, good condition, £4,000. Telephone: Falmouth 311765.

MFV 30ft. x 10ft. x 4ft., built 1961, 010hp Lister, aft wheelhouse, transom stern, mechanical hauler, ideal pots, lines, anglers, boat and engine in excellent condition. East coast. Box No. 704.

44ft. MFV Scottish built in middle 80's, Gardner diesel, fitted with four new yellow and tripod, trawl winch, host as new. Telephone: Watlington 546 (nr. Ipswich).

CYGNUS GN28, alt wheelhouse, VHF, Peckins 4/230M 72hp, launched July 77, telephone Weston Super Mare 31027.

"BERENE", 29 knots, 17ft. Dory, adapted for potting, hydraulic hauler, £2,500 Mr. Roe, 13 Dolphin Street, Port Isaac. Telephone: 210.

33ft. 6in. x 13ft. 6in. MFV, 30ft. registered, aft wheelhouse, lully equipped, £9,000. Full details telephone 061 306 6701 evenings.

20ft. x 8ft. 6in. registered fishing boat, mahogany on oak, forward wheelhouse, BMC 2.5 diesel, 2.1 reduction, licensed for eight, ideal for potting, trawling or passenger, telephone Scarborough 9723 6977.

27ft. aluminium fairway gillie, shellhouse with sink, cooker, one berth, Volvo diesel 88hp inboard outboard, radio, telephone, well equipped, £1,500. Telephone: Newkavan 339706.

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3in. - 4in. - 6in. mesh

All in stock  
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FIVE ton Robertson trawl winch, excellent condition. 1650 ano. Telephone: Bally, Horne 2406.

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handmade below 10m mesh and by net - 10m. 12m. and 14m. mesh. Lining near to order.

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